

EVERYBODY ON TIPTOE  
TO SEE THE CLIMAX OF  
THE GREAT WAR SYNDICATE  
Begin It with the Synopsis in  
TO-DAY'S EVENING WORLD.

PRICE ONE CENT.

EXTRA  
2 O'CLOCK.  
TROUBLE.

That's the Prospect  
in New York  
To-Day.

The Strike of the Horse-  
Car Men Begins  
in Earnest.

Trouble Feared and the  
Police Reserves in  
Readiness.

The Dry Dock Tracks  
Blockaded This  
Morning.

The First Assault at the Fourth  
Avenue Car Stables.

A Badly Injured Man Taken to  
Bellevue Hospital.

Policemen with Night Sticks Man the  
Third Avenue Cars.

The strike of the street-car employees began in earnest in this city to-day. The strikers appear to be determined, but every precaution has been taken by the police to prevent serious trouble. At 2 o'clock the hour that all the lines except the Twenty-third street, the Eighth and Christian streets and the Third Avenue and its branches. Cars on all of the latter were manned by policemen.

As the morning advanced cars were started and run under police escort, and there were numerous conflicts between the strikers and police. A blockade in Grand street caused some trouble, a non-striker was very badly injured and arrested was made.

In all there are 6,250 men out, as may be seen by the following:

Broadway and Seventh Avenue	1,100
Second Avenue	700
Fourth Avenue	500
Sixth Avenue	500
Dry Dock and East Broadway	500
Eight and Ninth Avenues	500
Fifth Avenue	500
Forty-second street and Green line	500
Forty-second street and Boulevard	500
Central Broadway	500
Harlem Bridge, Morrisania and Fordham	150
Total	6,250

The Elevated Railroad Company put on all its extra cars, but they were not sufficient for the traffic and progress downtown was slow. There was a delay on the Ninth Avenue line of nearly one hour.

CHIEF MURRAY PREPARED FOR WAR.  
Police Supt. Murray and Inspectors Steers, Williams and Conlin were on hand at Headquarters before daylight, ready for any emergency which might arise that would call for the interference of the police.

The officials of the Twenty-third Street Railway Company, which is running its cars, held a conference with them at an early hour, with a view to obtaining thorough police protection should an effort be made by the strikers to interfere with their employees.

Two police patrol wagons from the Thirty-third and Thirty-fourth precincts and seventy reserve policemen are stationed at headquarters in Mott street, and cabs stand in

Mulberry street to convey the Superintendent and the inspectors to any point where any outbreak may occur.

THOROUGH PRECAUTIONS.  
The precautions taken to maintain order are of a most thorough and complete kind. The strike had been expected and everything was in readiness on the part of the police authorities to prevent any lawlessness.

THE SUPERINTENDENT ON HAND EARLY.  
Supt. Murray has been on hand since 4 A. M., and before 6 o'clock assignments of men to guard the stables and the several tied-up companies and all of the reserves were on duty in every station-house. The entire available force of police was on duty and ready for action.

The Superintendent said that he did not apprehend any great difficulty. He thought the force under his command ample to meet every emergency which may arise. He said:

"I am able to run all the horse-car railroads in New York City if it is necessary and the companies desire it."

The working force of Inspector Byrne's Detective Bureau has been detailed to mingle with the strikers and to patrol in the vicinity of the stables to watch for any sign of trouble.

This morning's reports to Police Headquarters were to the effect that the strikers were quiet and had as yet made no effort to interfere or cause trouble.

HOOTED BY THE STRIKERS.  
The crews of the Third Avenue cars were hooted at and called saabs by many enthusiasts who refused to patronize the boycotted road on their way downtown to work, but crowded the sidewalks which were rumbling along in the same direction.

POLICEMEN ON THIRD AVENUE CAR.  
These men had been patrons of the Fourth and Second Avenue lines, and preferred any means of transit rather than patronize the hated "saab" line, as they called it.

For fear that desperate measures might be taken by the striking men to prevent the running of the Third Avenue cars, a policeman armed with his night-stick was stationed on the platform of every one of the cars of that line.

THE DRY DOCK'S FIRST CAR STOPPED.  
The Dry Dock Company sent out a car, manned by a "saab" driver and conductor, at 4 o'clock this morning, but it only got as far as Pitt and Grand streets.

Its further progress was barred there by two cars which were turned straight across the tracks.

They were night cars, coming east when the strikers learned that Supt. Fred White intended to start a car.

BARICADES.  
They then set to work to block the tracks. A huge log of timber was first laid across the tracks. Just then the first of the night cars came east and was stopped.

The strikers got out of eight until it had reached Pitt street, then, with a shout, they rushed forth from the side streets and surrounded it.

The driver and conductor promptly threw up their jobs.

The horses were cut loose. Then the car was lifted bodily and turned round across the tracks.

The whole transaction did not occupy five minutes.

Ten minutes later another night car came bowling down toward the stables. It was stopped in the midst of the strikers, and another driver and conductor found themselves out of work.

The horses were cut adrift and the car turned around like its predecessor.

Then the tangle of the first car out was heard, and a few seconds later it had reached the obstruction, with Supt. White on the front platform.

SUPT. WHITE TURNS BACK.  
He saw there was nothing to do but turn back and he did so.

Another car came eastward then, and with the assistance of the driver and conductor, Mr. White removed the log of timber and the two horseless cars right on the track again.

Two of them were coupled together and drawn by one team of horses to the stable.

A CAR RUNS AWAY.  
Mr. White got on the front platform of the other, and, by jouncing it, got it started down hill amid the jeering yells of the strikers.

It gained speed every minute. The brake refused to stop apparently, and it flew like a tobacco down hill, and smashed against a stable door and crashed. Mr. White was not injured, but the car was pretty badly damaged.

THE COMPANY DETERMINED.  
After that no attempt was made to run a car.

AN EVENING WORLD YOUNG MAN HAD AN INTERVIEW WITH MR. WHITE.  
"We failed this morning, but we will run at least one car to-day in spite of any one," said Mr. White, who was talking to a reporter from the Evening World before he left the stables.

VIOLENCE PREDICTED.  
A roundsman of police said:

"When it starts there will be a platoon of police aboard, but I predict violence."

car over our lines, but of course I cannot say whether we will succeed or not. I do not expect any trouble."

STRIKERS ON GUARD.  
The strikers guarded every approach to the stables, and stopped several men who were going there for work.

Roundsmen Quintard and Griffith and fifteen men were present to keep the peace.

ONE MAN TAKEN TO BELLEVUE.  
Trouble began very early in the morning at the stables of the Fourth and Madison Avenue lines, Thirty-third street and Fourth Avenue.

A big crowd of strikers and prospective applicants for work surrounded the depot, and there was great confusion and angry talk.

The first assault of what promised to be a very turbulent day occurred at 3:30 A. M. The victim was Robert Day, twenty-four years old, of 116 East Forty-second street.

He was caught in the midst of an angry crowd and was badly beaten, receiving seven scalp wounds and ugly cuts on the face.

He was taken to Bellevue Hospital, and told the police of the East Thirty-fifth street station that he knew of two men who were foremost in the attack upon him to be striking drivers of the Fourth Avenue road.

SIXTH AVENUE OFFICIALS SURPRISED.  
It is said that the Sixth Avenue officials were greatly surprised when they arose this morning and discovered that their lines were completely tied up.

They believed that their men would not join in any strike, for the reason that they had signed what is known as the "iron-clad oath," an agreement, which states that the signer does not belong to the Knights of Labor or any labor union.

THEY WENT OUT, HOWEVER.  
Every man in the Company's employ, about 750 in all, went out. In justification of their course, the men said that they had signed the "iron-clad" under duress, and at the time they did so they had withdrawn temporarily or were suspended from the local assemblies to which they were attached.

A SIXTH AVENUE CAR STARTED.  
But for all their surprise, the Company got promptly at work, and at 10:30 o'clock the first car was started from the stables.

About three hundred men were on the sidewalks at Forty-fourth street and the city, and as the car started down the avenue the strikers made a rush for it and stopped it at Forty-second street.

Inside the car were ten policemen, reserves from Capt. Ward's station in East Fifth street. These officers jumped out and charged the crowd.

DRIVEN BACK BY POLICEMEN.  
The strikers were driven back and two men were knocked out by the policemen. One of the strikers was carried away by his friends before his name could be ascertained, and the other was taken to the police station.

FIVE MORE CARS GO OUT.  
After this collision the car went on its way, and between 10:30 and 11:30 five other cars were also run downtown, no trouble occurring at the start.

INSPECTOR WILLIAMS ON HAND.  
Inspector Williams, Capt. Warts and fifty policemen were at the stables at the time the 10:30 car started. The inspector said he anticipated no further trouble, but the police would be kept ready.

THE COMPANY DECLARED ITS INTENTION TO RUN CARS AT INTERVALS OF ABOUT FIFTEEN MINUTES ALL DAY.

POLICE GUARDING THE BELT-LINE STABLES.  
Everything was as quiet as a graveyard around the Belt Line stables at Tenth Avenue and Fifty-third street this morning. Groups of strikers stood on the corners opposite the stables and awaited developments. Squads of bluecoats stood near the stables, also waiting developments.

There are 1,075 horses in the Belt Line stables, and most of them have not been fed to-day.

The strikers, contrary to their usual rule, had made no offer of assistance to the Company.

So the timekeepers, starters and a solitary dog picket in and fed and watered the horses as well as they could.

SUPT. HARRIS'S STATEMENT.  
Supt. Wm. L. Harris said that about 425 men were employed by the Company. So far as he knew the men had no grievances.

"The company has called on me yesterday afternoon and told me that the men had no grievances against the company."

"He informed me that there would probably be a strike, but he promised to notify me the next I heard was that the strike had taken place at 4 o'clock this morning."

HENRY BERGH, JR., OF DECK.  
Henry Bergh, jr., of the S. P. C. A., called at the office of the company this morning.

"I have made a stand of all the stables," said Mr. Bergh to an Evening World reporter, "and I find all the horses are cared for. This strike is all wrong. Coming down here, saying we will strike, and then not permitting a portion of them will be accepted."

Several callers visited the hotel this morning, and the party were kept busy entertaining them until nearly noon.

It is understood that the invitation of Mr. and Mrs. Morton will be accepted and that the party will leave a few days at the Vice-President's house.

large force of pickets. One man, who was about to apply for a job, was driven away and chased some distance by the strikers.

ONLY THE OFFICERS REMAINED.  
Supt. Newell said President Thompson was not in, but he expected him. He did not think any cars would be run on the lines to-day. All the horses are well cared for. Not a man except the officers remained at work.

QUIT ON EIGHTH AND NINTH AVENUES.  
At the Eighth and Ninth Avenue Depot, at Eighth Avenue and Fifty-third street, only one policeman was on duty, but he was quiet. The usual force of pickets was on the corners. The company will not run any cars to-day.

WHAT MASTER WORKMAN MAJOR SAYS.  
Master Workman James H. Magee, of National Trust Association, 236 West 12th Street, said that he was not a member of the Executive Board of Division District No. 1, said to an Evening World reporter this forenoon.

The strikers' difficulties were forced upon the men by President Curtis, of the Sixth Avenue road, and John S. Foster, of the Forty-second street and Boulevard lines, who have been the most bitter opponents of our organization.

"It has been Mr. Curtis's brag that it would be impossible for the Knights of Labor to enter into any organization, as he had broken up that organization from among his employees. That his information is not correct is evident by the fact that the strikers have organized and submitted their grievances to arbitration."

FOSTER VIOLATED HIS CONTRACT.  
President Foster, after having signed a contract with the representatives of the men for one year, and which does not expire until Feb. 13, 1889, has repeatedly violated the contract, and almost every section of the agreement, and although warned by the Railroad Commissioners to live up to the terms of the contract, still persists in violating his word.

The other railroad official to whom the present trouble may be attributed is Supt. Skitt, of the Fourth Avenue and Vanderbilt system. For three years he has entered into agreements with the representatives of the organization, but this year, under the instigation of Curtis and Foster, he has broken up the organization, and the wealthy Vanderbilts, as violating the State law by running its cars over the twelve hours.

THE EXEMPTED LINES.  
"Why are the Twenty-third street, the Fourteenth street, Bleeker street and Christopher street of Sharp lines, and the Third Avenue lines exempted from the tie-up?" was asked.

"They are to an extent non-union lines, but the intention is, if the tie-up continues, to call on the men on the exempted lines."

WHICH WAY IS PUBLIC SENTIMENT?  
The representatives of the men—the Executive Board—who are at Wendell's Casino, at Forty-fourth street and Ninth Avenue, with whom the reporter conversed, are of the opinion that public sentiment ought to compel these "lords of the rail" to submit to arbitration, as the men are willing to go to arbitration whether it be for or against them.

The Board is composed of James H. Magee, Chairman; P. F. Glennon, Secretary; Wm. Hamilton, P. J. Smith and James Garty.

SOCIAL CALLS TO-DAY.  
Mrs. Harrison finds herself in Great Request—Mrs. Morton's Invitation.

Their shopping mission being almost accomplished, Mrs. Harrison and her daughter, Mrs. McKee, will now devote more time to social calls during the remainder of their stay.

Some few more purchases yet remain to be made, for which purpose a part of to-day will be set aside, followed by a carriage ride and a few social calls, including a visit to Mrs. Grant.

Mr. McKee was to return to Indianapolis to-day, but has postponed his departure until to-morrow or perhaps even a later day. Numerous invitations have been received for Friday night, and it is probable that a portion of them will be accepted.

Several callers visited the hotel this morning, and the party were kept busy entertaining them until nearly noon.

It is understood that the invitation of Mr. and Mrs. Morton will be accepted and that the party will leave a few days at the Vice-President's house.

STABBED AND LEFT FOR DEAD.  
An Italian Bootblack Dangerously Wounded on Eighth Avenue.

Peter Anton, a young Italian who has a shoeblack stand on Eighth Avenue, was found soon after midnight this morning lying unconscious and apparently dead on the sidewalk at Forty-eighth street and Eighth Avenue.

He was bleeding profusely from a severe wound in the body. There was no trace of his assailant. The police of the West Forty-eighth street station sent him to Roosevelt Hospital, and the wound detected was a fatal one.

Peter is a married man and lives in West Twenty-seventh street. The hospital surgeons say his wound is dangerous.

A Girl's Nose Bitten Off by a Mad Dog.  
[SPECIAL TO THE EVENING WORLD.]

PHILADELPHIA, Jan. 29.—Ella, the four-year-old daughter of Col. Wm. M. Runkel, while playing on the street in front of her home, at 20 South Nineteenth street, yesterday, had her nose bitten off by a supposed mad dog. Mrs. Runkel took the child and rushed to the Jefferson Medical College, where the wounds were cauterized and bandaged.

THE FAMILY FOLLOWS BY RAIL.  
[SPECIAL TO THE EVENING WORLD.]

PHILADELPHIA, Pa., Jan. 29.—Samuel Hazlett, his wife and their three sons and a daughter were poisoned by bad tea at their evening meal yesterday. The family was administered to by a doctor, but except Mr. Hazlett, who is in a critical condition.

BOTH SIDES FOR CLEARY.  
COL. FELLOWS AND IRA SHAVER ARGUE FOR A CHANGE OF VENUE.

The Difficulty of Getting a Jury Here Put in the Strongest Light Before Judge Patterson by Prosecutor and Defendant's Counsel—Anywhere But New York Will Do.

John H. Vincent, of counsel for Thomas Cleary, moved before Judge Patterson, of Special Term of Supreme Court this morning for a change of venue in the trial of Cleary for his alleged bribery in the granting of the franchise for the Broadway Surface Railroad by the Board of Aldermen of 1884.

Mr. Vincent recited the difficulty of obtaining an impartial jury in the county of New York, as experienced by the work of the past week in trying to obtain a jury. All classes of citizens were called, and according to the opinion of the presiding judge a better class of citizens could not be obtained in the city, but it seemed impossible to obtain a jury.

District Attorney Fellows arose and went over the whole case, showing the work of last week in trying to obtain a jury.

He said that the experience of the past week convinced him that it was almost impossible to obtain a jury. There were three classes of citizens called, and, as the defendant's counsel stated, there were many reasons why the trial should be removed from New York County.

District Attorney Fellows stated that the newspapers had no prejudiced the minds of New Yorkers that it was impossible to obtain a jury.

Mr. Shaver, apparently uneasy because the reporters did not pay enough attention to him, arose and said that the neighboring counties, besides having all her traveling companies paid, those of her child's nurse and a private secretary.

The amount of her salary was not divulged, but it was said to be larger than has ever been paid any leading actor or actress.

It would naturally be supposed that the Lyceum Theatre would be the scene of her return, but Mr. Frohman says that the Star Theatre will probably be selected.

While she always possessed a good share of dramatic ability, she has improved wonderfully under the tuition of David Belasco, and the delay in signing the contract was due to the latter's desire to put the finishing touches on her dramatic education.

A GIRL'S SMILE CAUSED HIM TO FALL.  
Lineman Thomas Finnel Drops Sixty-Five Feet to the Ground in Bridgeport.

[SPECIAL TO THE EVENING WORLD.]  
BRIDGEPORT, Conn., Jan. 29.—Thomas Finnel, a lineman in the employ of the Long Distance Telephone Company, was engaged in work this morning upon some extra high poles on Houston Avenue. Thomas made several calls at a saloon near by between his lofty climbs and became elevated upon terra firma as well as in his aerial position.

Some friends of his encouraged him to give an exhibition of rapid climbing up a ninety-foot pole, which he did, and he was seen climbing the pole and the telephone pole and finally descended. When he reached a distance of about sixty-five feet he was attracted by a pretty housemaid hanging out clothes on the roof of the Saylor's flat.

The rosy-cheeked maiden gave Thomas an approving nod and smile. Thomas waved his hand, took a grip and fell to the ground. He was picked up unconscious with a deep gash in his head, several teeth knocked out and his chin cut.

The fall was about sixty-five feet, and the reason for not being killed outright was probably due to striking telephone wires in his fall.

Funeral was taken to the hospital, where he still lies in critical condition.

ADDITIONAL EVENING HIGH SCHOOLS.  
Senator Cantor's Bill Introduced—Other Measures Before the Senate.

[SPECIAL TO THE EVENING WORLD.]  
ALBANY, N. Y., Jan. 29.—In the Senate this morning Mr. Cantor introduced a bill to provide for the establishment of additional evening high schools in New York City. It gives the Board of Education power to locate the schools and to name the amount of money annually required to conduct them.

Mr. Collins introduced the bill to restrict corporations and to give in grain specialties, as outlined in this morning's World.

The old Cable Railroad bill was reintroduced by Mr. Pierce and introduced without change.

ONE CUT HIS THROAT WITH A RAZOR AND THE OTHER USED A CHISEL.  
Despondency was the cause which led two men to attempt to end their lives this morning.

Anthony White, a German carpenter residing in 19 Moore street, has been out of employment for several weeks. He attempted suicide by stabbing himself in the abdomen and arm with a chisel. He was removed to the Eastern District Hospital in a critical condition.

White's companion, a clerk, residing at 390 North Second street, cut his throat with a razor. The surgeon at St. Catharine's Hospital says his injury is fatal.

BROOKLYN NEWS IN BRIEF.  
The Thirtieth Regiment will to-night tender a reception to Gov. David B. Hill. It is expected that Govs. Buckley, of Connecticut, and Lee, of Virginia, will also be present.

Coroner Rooney will this evening commence the inquest into the suspicious death of Charles W. Adams, the hunter, who it was supposed was killed by the strikers on "Deacon" Richards' railroad Saturday night.

THE NEWEST SOCIETY STAR.  
MRS. BLAINE'S FAVORABLE CONTRACT WITH MANAGER FROHMAN.

It Secures Her a Large Salary, a Private Secretary and Other Allowances—The Role of Rosalind Contemplated for Her—Her Debut to Be Made in the Fall, Probably at the Star.

The contract has been signed, and Mrs. James G. Blaine, jr., is to be regarded as a star in the society across, under the management of Daniel Frohman, of the Lyceum Theatre.

Her debut will not occur until late in the fall, however, and the play has not as yet been decided upon, beyond the fact that it is to be a society drama.

It is not a sudden determination which induces Mrs. Blaine to go on the stage, but merely the renewal of a contract made two years ago with Mr. Frohman, which was broken by her marriage.

At that time she was to appear with Modjeska, and later to be installed as one of the Lyceum stock company.

Her costumes, as before announced in THE EVENING WORLD, will be the product of home manufacture, and not ordered from abroad as those of other society stars have been.

Sinuosocial characters are the ambition of Mrs. Blaine, and it is likely that she will be given an opportunity to display her talent in the portrayal of Rosalind in "As You Like It." That, however, is a subject for future consideration.

By the terms of contract she will be given a weekly salary and a percentage of the receipts, besides having all her traveling expenses paid, those of her child's nurse and a private secretary.

The amount of her salary was not divulged, but it was said to be larger than has ever been paid any leading actor or actress.

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THE MORAL IS OBVIOUS.  
During Last Week THE  
WORLD Published 312  
Columns of Advs. and  
the Herald 191.  
DICTUM SAP.

PRICE ONE CENT.

THERE'S NO TRUCE.

Brooklyn's Railway Strikers Reject the Company's Proposition.

No Conference Without the District Assembly Representatives.

Some Further Cases of Violence Towards "Suspects."

This is the fifth day of the strike of the drivers and conductors on Deacon Richardson's railway system in Brooklyn, and yet a settlement of the difficulty seems almost as far off as on the day it began.

Not a car has yet been run out of any of the depots, and there is no prospect that any attempt will be made to run one to-day, despite the resolution passed yesterday by the Brooklyn Board of Aldermen.

Everything was quiet in the neighborhood of the Company's main office at Atlantic and Third Avenues this morning. The men are a good many sight-seers on hand, but no acts of violence were reported, and the crowd was perfectly quiet and orderly in its behavior.

The men themselves were determined, however, and said very positively that there would be no cars run on the line until the Company had come to terms.

There was a larger force of policemen on hand than before, under Capt. Kenny, of the Tenth Precinct, and they kept the sidewalk perfectly clear in front of the Company's office.

The Company's proposition to the State Board of Arbitration to meet a committee of its late employees was the subject of general comment. Secretary Richardson said:

"This was more of a suggestion than a direct proposition. We have been willing to treat with our own employees all along, but we will have nothing to do with the Executive Committee of District Assembly 75, which claims to represent them. If they consent to a conference it must be held right here in the Company's office."

"Will any attempt be made to run cars over the line to-day?"

No, sir. Not a car will be run out."

Secretary Patrick R. Sullivan, of the Executive Committee of District Assembly 75, said in regard to the matter:

"The proposition of the Company, I understand, was made to the State Board of Arbitration, and they notified us of it last night. We have referred the entire question to Local Assembly 7264, a 372 and 5,774, which represent the Company's employees, and they will act upon it to-day."

"What is their disposition in regard to it?"

"I don't think there is any doubt but that they will unanimously reject it. The management of the strike is entirely in the hands of the Executive Committee, and they are all quiet this morning, and the situation is regarded as perfectly satisfactory. There is no intention to call out the men on any other line."

Subsequently the local assemblies came to a unanimous decision to reject the Company's proposition, and Secretary Sullivan, to whom the result was communicated, at once sent a letter to the State Board of Arbitration informing them of the final action of the employees.

It was stated at the Company's office that the resolution of the Board of Aldermen directing the Company to run its cars gave no aid.